

ously impeded, even though the brotherhoods are not on strike.

The proposed re-creation of the board of mediation and conciliation, which existed under the old Newlands act, was again discussed by the Senate committee with the brotherhood leaders, but there is no purpose on the part of Senator Cummins to back this plan.

The brotherhood representatives presented a petition for the abolition of the Railroad Labor Board and repeal of all the labor provisions of the transportation act. Senator Cummins is opposed to this. In fact, the railroad employees themselves are divided about it.

Earlier in the day Senator Cummins and Senator Watson had talked with President Daniel Willard of the Baltimore & Ohio Railroad. Mr. Willard has made a move for separate peace with the B. & O. shopmen and has talked over this plan and its possibilities with the Senators. Doubt is felt here whether the movement will succeed. It is assumed that Jewell, head of the shopmen, will oppose it.

## Rival Unions In Rail Shops Being Formed

(Continued from page one)

of small moment compared with the opportunity of getting a line on its dependable forces to show that the carriers are indeed out to break the union.

They cited the instances of the roads on the cancellation of seniority rights as indicating a desire to prolong the strike in the hope of bargaining in the future. They hinted that in an effort to get back their repair workers without coming to terms with the present shopcraft leaders the carriers are trying to create the impression that they would be willing to come to terms with the leaders who are stirring up discord could be eliminated from the discussions.

For the carriers Mr. Walber declared that the carriers in the East have now recruited their forces up to 50 per cent normal. He said that these figures did not include the lines protected by the non-striking American Federation of Railway Workers or the Pennsylvania company union, which are 100 per cent loyal, according to the road.

**Says Shopmen Are Loyal**

The Pennsylvania's assertions as to the loyalty of its shopmen were again questioned yesterday by A. J. Berger, vice-president of the A. F. F. organization that road. He declared that 24 per cent of the Pennsylvania shopmen are now on strike, and in view of the fact that the only index to the feeling of the rank and file of the repair men toward the company union plan lies in the attitude of these workers, his contention assumed a new importance. He backed his figures by quoting the Labor Board ruling, against the publication of which the carriers objected, in effect until this week, as saying that the officers of the company union were elected by only 10 per cent of the men, about 3,500 in number, and declared that his organization is supported by over 12,000.

Mr. Berger added that the system of election had difficulty in keeping its men on the Pennsylvania on the job until July 1 in the face of the strike. He pointed out by the executives and the company union, and declared it absurd for the road to claim that in spite of the alleged dummy election its men had remained more loyal than the workers on any other line in the East. Which feeling appeared to be that the company union movement will not spread to the majority of the Eastern carriers, and certainly will not be adopted on the roads most affected by the strike.

**Strike in Fourth Week**

The strike entered upon its fourth week yesterday, with both sides issuing conflicting statements as to the percentage of shopmen now at work and the extent of the walk-out in different transportation. The Baltimore & Ohio declared that its willingness to negotiate was due to a feeling that there is no real issue between the company and its employees which cannot be solved by discussion rather than by any serious impairment of its service. After stating that it had purposely kept the places of the strikers open for them the Baltimore & Ohio declared that the strike had cost it 21,248 dollars as usual and declared that 21,248 dollars were handled on its system yesterday, as against 12,137 July 8. Further cancellation of trains is to be expected as a result of the coal shortage, however, the company said.

The Pennsylvania reported a gain of 246 in its shop forces yesterday, raising the total to 42,630, out of a normal of 55,000. The New Haven, like the Pennsylvania, announced that its train movements are normal.

The union review of the situation was composed chiefly of vitriolic comments on the carriers' alleged attempts to introduce the open shop and devote only one paragraph to the strength of the strike.

**Saves Power Transformer**

"For three weeks the ranks of the strikers have held without a break," the union heads said. "In the metropolitan district there are now 1,000 more men out than on July 2. Over a thousand strikebreakers have been put to work, but to-day in New York, the most highly developed railroad territory in the country, delays, breakdowns and accidents continue to increase. Service on the Erie and the West Shore has almost completely broken down, and even on the Pennsylvania delays are now the order of the day. Freight delays on all roads are now measured by days, not by hours."

As for outbreaks of violence, the disturbances around the Erie shops at Port Jervis, N. Y., subsided yesterday, and the arrival of ten state troopers from White Plains is expected to prevent renewed disorders. On the Long Island an alleged attempt at sabotage in the power transformer near Whitehouse station was defeated by the vigilance of the ticket agent, who was working late. Five men who drove up in an unlighted car and started toward the plant, which furnishes power for the entire Whitehouse, and when the agent exploded a torpedo and started tapping on the rails to warn distant crossing guards. The incident occurred about 3 o'clock yesterday morning.

**Rail Strike Affects Lumber**

With shipments piling up at mills and junction points consequences of the railroad strike are assuming considerable importance in the lumber market, according to the way market. "Lumber. There is also evidence of some anxiety on the part of buyers resulting in increased demand, particularly in yellow pine. Some of the larger manufacturers have withdrawn from the market, while others who are not so anxious to sell at higher prices are probable.

The hardwoods are firm, although there has been a seasonal decline in demand.

## Tripe Parleys Shape Way to End Rail Strike

### Hooper's Visit to Harding May Result in All Sides Being Called to Conference With Board

### Jewell and Davis Confer

### Unionist Attacks Owners' Stand Against Restoration of Seniority Rights

By Gilman Parker

CHICAGO, July 22.—The groundwork for a final drive for a settlement of the strike of railroad shopmen was believed to have been completed today in Washington, Chicago and Mooseheart, Ill.

All sides to-night awaited the return to Chicago of Ben W. Hooper, chairman of the United States Railroad Labor Board, following his conference with President Harding.

That the President made no statement after the meeting was considered here as signifying that he gave Chief Justice Taft full power to handle the matter, and that citations for representatives of both sides for a hearing of the entire matter before the board will soon be issued.

In some quarters the belief grew today that the final outcome of the Labor Board's efforts for peace will depend the life of the board itself. With many railroad executives already opposed to it, the opinion was further strengthened by statements issued by the "Big Four" brotherhoods at Cleveland, attacking the board and calling for a return to direct negotiations.

Mr. Jewell was on his way to Mooseheart for a conference with Secretary Davis, a statement was issued over his signature here saying that three issues now contracting out of work on the part of the railroads, unwillingness of the roads to establish a national adjustment board, and the stand of the executives against the restoration of seniority rights.

"If the railway executives insist upon using this suspension of work, which they forced on the employees, as the fruits of lifelong, continuous, faithful service, they will only give further evidence of the absolute necessity for the organized employees to fight to the last against the conspiracy against their fundamental rights and the general welfare of all men who live by labor."

Discussing seniority rights, Mr. Jewell said:

"The proposition to deprive men of seniority rights because of suspension of work is utterly indefensible if the facts are understood. Seniority rights involve principally first the right of the senior employee to be the last laid off in a reduction of force, second, the right of the senior employee to have first preference in selection for vacancies in preferable jobs."

**Has Community Value**

"The first right is of great importance and has a large community value. It results in encouraging permanent employment, the building of homes and making of useful citizens."

"Of course the railroads would for their own good retain the senior, more efficient employees, except that with seniority rights destroyed their positions would be insecure. The roads would be able to weed out those workers most active in protection of rights of their fellow employees."

"The purpose of destroying seniority rights is a vicious attack on the right of men to work under non-acceptable conditions. The strike is the last resort of any industrious man, depending upon his labor for the support of himself and his dependents. There has not been a strike and no American railway since the proportion of the present one in a generation. Yet the railway workers for twenty years prior to the war suffered increasing hardships from low wages and rising cost of living."

**Another Sign of Peace**

Another sign of peace produced in the day's developments was an announcement that representatives of the 7,300 clerks, freight handlers and the Big Four Railroad had been averted by the signing of a separate agreement with the road on wages, working conditions and the contracting out of shop work.

The agreement re-establishes vacations with pay, grants sick leave and Saturday half holidays without wage deductions, and also adjusts differentials in the pay of employees at each grade to the terminal. The clerks agreed to remain at work under the wage cutting decision of the Labor Board effective July 1, "with the understanding that an immediate request will be submitted to the board for an increase in rates of pay, and the management has agreed to waive their rights to the rule providing for thirty days' notice before it can be submitted."

The general chairman of the clerks' organization for all roads will meet here Monday, when it is expected, E. H. Fitzgerald, president of the organization, will be taken to task for sanctioning strikes on the Chesapeake, Ohio, Norfolk & Western and elsewhere.

**Fight Centers on Board**

A move considered as of importance to the standing of the Labor Board and its future, in view of the reports that the railroad board had decided to purchase the vaccine treatment against tuberculosis originated by Henry Spahlinger, the Geneva biologist, and a contract for the sale has just been signed in London, it was announced here today.

The Spahlinger laboratory here will be continued and others will be established, it is stated. A number of American patients, many of them advanced cases and some given up by physicians, are now under treatment here, and all are reported to be showing improvement.

## Speeder Proves Captor's Former Army Captain

Many a doughboy or gob has wished that some day he might be able to have the upper hand over his one-time superior officer, but it remained for Motorcycle Policeman Robert Chobanian, of West Hoboken, unwittingly to enjoy that sensation yesterday. But in this case they had been good friends.

Chobanian chased a speeder along the Hudson Boulevard and caught him as he was going thirty miles an hour. The speeder had his cap pulled down and wore goggles, but the traffic officer handed him a ticket to appear in the police court.

In court the speeder proved to be Norman Starr, of 801 West End Avenue, Manhattan, Chobanian's former captain. They shook hands and laughed. Recorder Walter smiled and suspended sentence.

Another action of Mr. Robertson was to send instructions to the members of his organization, warning them not to be misled by agitators into going on sympathy strikes.

From Detroit came advice that the maintenance-of-way men, in line with their non-strike program, had effected an agreement with the Michigan Central as to wages, which are to be left to the Labor Board. This body, which now has six such petitions before it, announced that it will proceed to hearings as soon as twenty have been filed.

**Recession of Violence Wave**

Recession of the wave of violence accompanying the strike continued, though a number of minor disturbances were reported. At Sheridan, Wyo., a mob of women attacked railroad guards, but were deterred from inflicting serious casualties by getting a hose turned on them.

Two New York Central dockmen were shot and seriously wounded at Buffalo. Troops remained on duty at railroad shop centers in nine states, with the addition of New York, where Governor Miller ordered ten troops to protect the Erie yards at Port Jervis. Three more injunctions were obtained by the Baltimore & Ohio, Chicago & North-western and Chicago, Milwaukee & St. Paul.

Train cancellations of the day were six on the Chicago & Eastern Illinois, all all-night tourist trains on the Ann Arbor and such a cut in the freight schedules of the Great Northern that an embargo was placed by that road on all perishable goods and less than carload shipments to or through Montana points.

The greatest claim yet made by any road to men returning to work was put forth by the Pennsylvania, which reported that 42,630 out of a normal force of 55,000 were at work in its shops.

**185,000 Miners at Work, Says Labor Department Survey**

**Report Shows 610,000 Idle as Result of Strike; States of South Affected Least; Central Field the Most**

WASHINGTON, July 22 (By The Associated Press).—Approximately 610,000 coal miners are on strike in the nation's bituminous and anthracite coal fields and 185,000 still are at work, the Department of Labor announced tonight upon the completion of a survey of the coal mining industry.

The survey shows that no miners are on strike in Alabama and Virginia, but that the full working strength of the miners has been made idle in the bituminous fields of Iowa, Illinois, Indiana, Ohio and in the anthracite fields of Pennsylvania.

The effect of the strike as revealed by the survey is set forth by the department in a table which by states gives the approximate number of men employed in the mines and the general suspension of work was declared and the number now on strike, as follows:

State	Employees	On strike
Alabama	10,000	0
Arkansas	5,000	4,000
Colorado	15,000	10,000
Illinois	90,000	80,000
Indiana	20,000	18,000
Iowa	18,000	16,000
Kansas	12,000	10,000
Kentucky	40,000	35,000
Michigan	10,000	8,000
Missouri	12,000	10,000
Montana	2,000	2,000
New Mexico	4,000	3,000
Ohio	100,000	90,000
Oklahoma	10,000	8,000
Pennsylvania	175,000	155,000
South Carolina	10,000	8,000
Tennessee	12,000	10,000
Texas	4,000	3,000
Utah	2,000	2,000
Virginia	12,000	0
Washington	5,000	4,000
West Virginia	90,000	40,000
Wyoming	8,000	7,000
<b>Total</b>	<b>610,000</b>	<b>425,000</b>
<b>Now at work</b>	<b>185,000</b>	

Among those miners now listed as "at work" are included, it was said, about 10,000 pumpmen and firemen who have remained to keep the mining property in condition and prevent flooding of mines.

## British Red Cross Buys New Phthisis Treatment

GENEVA, July 22 (By The Associated Press).—The British Red Cross, after careful investigation, has decided to purchase the vaccine treatment against tuberculosis originated by Henry Spahlinger, the Geneva biologist, and a contract for the sale has just been signed in London, it was announced here today.

The Spahlinger laboratory here will be continued and others will be established, it is stated. A number of American patients, many of them advanced cases and some given up by physicians, are now under treatment here, and all are reported to be showing improvement.

## 350 Pennsylvania Troopers Camp Near Mining Town

### Guardsmen Arrive in Cokeburg, Two Sentries Atop Each Coach, After Night on Stalled Trains; Reported Attack Proves To Be Pebble Shower

Special Dispatch to The Tribune

WASHINGTON, Pa., July 22.—Three hundred and fifty troopers of the Pennsylvania National Guard went into camp this morning on a hillside overlooking the mining village of Cokeburg, after a night on stalled trains near Monaca. The troop trains arrived on the mining company's siding at 6 o'clock, with two armed troopers sitting in the front of each baggage car prepared to repel attacks.

Officers of the guard and of the state constabulary denied reports that an attack had been made on the trains. According to their account and that of the soldiers, a few pebbles were thrown just after the train passed Monaca, and the engineer and other members of the train crew on the first section refused to proceed.

Until that incident at 2 o'clock the train had been proceeding slowly, picking up detachments at various stations along the line. Major M. T. Shearer, in command of the second section of the 24th cavalry, with the squadrons of the first section, offered to place machine guns on top of the locomotive and to place guards on top of every coach, but the crew refused to proceed.

Accordingly the trains were run onto the track, where the soldiers passed the night. At dawn the journey was resumed. Three troops of cavalry, a machine gun squadron and the headquarters troop arrived at Cokeburg at 10 o'clock, where they were met by the militia, which is coming up from Harrisburg with thirty motor trucks.

Survey of the entire bituminous region in the southwestern corner of

## Hoover Rushes Plans to Ration Output of Coal

(Continued from page one)

bearing all the burdens, the result of a conflict between the operators and the miners.

"We are short of fuel, short of wages, and there is a strong possibility of disorder, the result of the last month's strike," Hoover said.

"If the operators are disposed to destroy the United Mine Workers and the price of their efforts is the destruction of property, riot and bloodshed, we are not willing to pay the price. If, on the other hand, a victory for the miners will result in a similar tilt, by the same token, we refuse to pay the price."

"We are therefore interested, vitally interested, as you see, in an immediate settlement of the differences between the parties to the conflict."

"We are with you and approve of arbitration with an exhaustive investigation into everything that applies to the cost of coal, from the face of a chamber to the coal bin of an individual."

"In the appointment of a commission permit me to venture the suggestion that it is a mistake to have it composed of three operators, three miners and one representative of the public. I don't know whether you ever noticed this, but it is true that superiority, whether it is intellectual or financial, generally mixes with superiority. The five men to be appointed from the public will necessarily be what we call 'big men.'"

"When you begin to confer you have eight men on the one hand, with a possible exception, and nine on the other. The operators and miners have been talking over their difficulties for the last four months and can come to no agreement. It is time to call in five representative, high type men to investigate the situation, to send the men back to work at the old scale, establish a new scale in the shortest possible time and give us permanent peace."

"We must meet Mr. Lewis and his associates and present to them the situation as we now see it. We will get in touch with the operators if need be."

The weekly output of coal is running 1,000,000 tons, Hoover said, and has reached in June, and the railroad shopmen's strike is having a damaging influence on coal production, the Geological Survey disclosed today in its weekly report on bituminous and anthracite fields.

"Under the influence of the railway shopmen's strike," the report said, "coal production is rapidly declining. Traffic congestion has interfered with the placement of the coal in the public union mines, and the weekly output may set even a new low record."

"Preliminary reports indicate that production cannot exceed 3,000,000 tons in the minimum of 3,570,000 tons in the maximum of 5,563,000 tons in the twelfth week."

"In comparison with normal years the present decline in production is even more marked. Five years ago, the fifteenth week of the strike (July 15) show 4,114,000 tons of bituminous coal and 31,000 tons of anthracite, a total for all coal of 4,145,000 tons. In the corresponding week of 1921, a year of depression, the total quantity raised—anthracite and bituminous—was 3,280,000 tons; in 1920 it was 11,500,000 tons. In other words, considering anthracite and bituminous coal as a common source of supply, the twelfth week's output is from 5,000,000 to 8,000,000 tons below normal."

"The cause of the decrease was undoubtedly traffic congestion on railroads serving the non-union fields in the southern West Virginia and eastern Kentucky, from which the bulk of the country's supply during the strike has come, almost every field reported acute transportation disability. In Virginia, western Kentucky and Tennessee the interruption of car supply was less serious, and in Alabama and the far West it increased."

"The report so far received indicates no significant change in the number of men at work. Production in non-union Pennsylvania during first half of the present week showed a slight decrease from the week preceding."

## Lewis Leaves City, His Destination a Secret

John L. Lewis, president of the United Mine Workers of America, left the city yesterday without disclosing his destination or the purpose of his trip. He is believed to have gone to Washington to attend a conference of union leaders.

Before departing, Mr. Lewis said: "There is just one way to settle this strike. That is by the joint conference method. And that is the way it is going to be settled regardless of what anybody says, thinks or does."

He was playing a waiting game for the moment, he said, pending the outcome of President Harding's plan to reopen the mines.

"Never before," he said, "in the history of the industry has there been such a solidarity as there is now in the ranks of the strikers engaged in this struggle. Their determination and their perfect morale is the marvel of all time in industrial controversies. These men cannot be coerced into any mission to terms of peace by attempting to talk about driving them back to the mines."

## "Man" Run Down by Motorists Is Dummy

BUFFALO, July 22.—After the Tonawanda police had received from half a dozen flustered motorists last night reports that they had run down pedestrians on the Niagara River road, a motorcycle policeman was sent out to investigate.

He found three boys placing a "dummy" in the roadway and preparing to repeat the prank. They were arrested and will be given a hearing to-day. One woman driver was prostrated when told by the boys that the "man" run over by her machine was dead. She was taken to a hospital.

## White Arrested As a Violator Of State Law

(Continued from page one)

law's delay to continue practices questioned by public officials. So, while the matter which interests me most deeply is pending in court, I feel that it is the part of good citizenship to respect the duly constituted authorities and their opinion of which loyalty requires.

"This waiting attitude is no compromise, absolutely no acknowledgment of the right of the state to suppress free enterprise, published in a decent and orderly manner. It follows a profound belief in law and legal processes, and I feel that every citizen of Kansas who believes this matter is pending should obey what the Governor and Attorney General feel is the law."

"And another thing, Kansas must realize the situation in which Governor Allen is placed. He feels that the strike imperils life and property. But it was not without a stress of heart and soul that he has called out the troops. He knows that might mean bloodshed, and to a man of his sensibilities the prospect is a heavy burden. In administering the law as he sees it he has been brave and patriotic. I do not agree with him in this action, but the difference in opinion about the wisdom of suppressing the fundamental right of American citizenship while the courts are trying to get at the truth and the right, should not prevent me or all good citizens from upholding his hands and giving him the earnest support which loyalty requires."

"The idea of adjudicating industrial disputes is right. The laboring man in the end will lose if he resorts to force. The living wage for the unskilled worker is the basis upon which wage adjudication must rest. The Kansas court has laid down that principle. If the national Labor Board had adhered to the basis of a living wage in the controversy with the operators, this strike would never have occurred."

"But that water has gone under the bridge. The shopmen are out on a just cause, but in an ill-timed strike. The cause of labor can win only with public sentiment behind it, and to reverse that force now would be a disastrous mistake."

Several days ago Mr. White posted the placard in a window of his newspaper office, "The Gazette." The yellow poster announced "We are for the striking railroad men 50 per cent." Mr. White said he would add 1 per cent each day as the shopmen's strike continued, declaring "The right to a free utterance of honest opinions is a fundamental right."

Governor Allen, his friend, publicly and personally for many years and the companion of the editor on a European trip during the World War, differed in his interpretation of the Industrial Court act. He held that the display of the sympathy card in "The Gazette" window was a violation of the picketing clause of the Industrial Court law and declared Mr. White had been wrong "slant" in the matter. The Governor said he did not believe forbidding display of such cards was an attack on free speech, as his author friend contended. He declared no exception could be made, that Mr. White must be arrested for violation of the law.

A conference held at Emporia last night between the "seconds" of Mr. White and Mr. Allen resulted in a deadlock. Mr. White, through his representatives, informed the Governor's secretary that he would not back down. When informed of this the Governor said he would cause Mr. White's arrest if the placard was still up to-day. It was.

Throughout it all the Governor and editor have reiterated that there was no personal feeling between them, despite the fact that the Governor had a friendly test of this feature of the industrial act. After the courts have interpreted it in the light of this case we will know just what the phrase of the law prohibiting conspiracy against the public welfare embraces.

"In the mean while it is the duty of every law-abiding citizen to obey the interpretation which the law officer of the state has given to this provision of the industrial act. The strikers' cards will have to come down from every window in Kansas."

At the same time that he sent the invitations to the miners and operators Governor McCray issued a statement to the public in which he explained what he hopes to accomplish. He expressed faith in the fair-mindedness of men and in their natural respect for rights of others, and offered the services of his position as Governor of Indiana to the end that there should be no settlements in the central competitive field.

## Inquiry Into Kentucky Coal Prices Is Asked

PADUCAH, Ky., July 22.—A request that Governor H. H. Morrow call a special session of the Legislature to investigate coal prices in western Kentucky was sent to Frankfort, the state capital, to-day, by the Paducah Evening Sun, at the suggestion of Secretary of Commerce Hoover.

## Board Charters 42 Vessels to Move Coal Here

### Steamers to Handle 350,000 Tons Already Taken by Shippers; Rush of Business Expected Monday

### 400 About Ready for Use

### Rate Increases as Demands for Boats Become Keen; British Cost Is Greater

In the last three days the Shipping Board has chartered to importers, coal dealers and industrial corporations forty-two vessels to bring over British coal. It is estimated that these will transport 350,000 tons. At the close of business yesterday the demand still was strong and officials predicted a still greater rush this week.

The unexpected requests for ships ready for immediate use caused a rapid increase in rates. The first boats chartered by the board on Thursday were fixed at 7 shillings 6 pence a ton, or approximately \$1.50. By Saturday the rate had advanced to 9 shillings, as the number of available steamers was about exhausted. The figures quoted above, however, were below the current rates for British vessels, which ranged from 9 shillings 6 pence to 10 shillings a ton.

Joseph H. Sheedy, vice-president of the Emergency Fleet Corporation in charge of operations, said yesterday that he had not been asked to draw ships from the idle fleet, but that this could be done promptly if necessary. About 1,000 government vessels are now tied up, and of this number 400 could be put in condition for operation within a month.

Officials pointed out that despite the great volume of shipping laid up in all parts of the world, the number of available boats was limited and the cost of business already has run through most of the supply. The charter made by the board have consisted largely of vessels now in European waters, waiting for return cargoes. Approximately forty boats are held in readiness in New York and will be called upon next. Charters by the board were first on Thursday, twenty on Friday and eighteen yesterday.

In ordinary trade the demand for cargo space is much greater than the United States to Europe than on the return voyage, with the result that rates from this country are higher than on the other trip. It was pointed out yesterday that this situation has been reversed.

Aside from the coal business, shipping conditions were dull last week. The movement of grain, sugar, wool and other commodities was light. Many liners were forced to sail with cargoes, due chiefly to delays in delivery of goods at port on account of the coal and rail strikes.

clearing that their personal friendship had not been affected by their differences of opinion over interpretation of the law.

Mr. White sent a letter to the striking shopmen at Emporia, and, through them, to the strikers and merchants in the state, which said, in part:

"As you know, I have been arrested, charged with putting on my 'Gazette' bulletin board a placard which caused the great corporation that I have brought a law into court and violated it while the case was pending. So I have honestly felt that I should not commit the same crime against society. I feel strongly that the cause of free enterprise, by legal process, by moral suasion, and I am convinced that this poster down will speak louder to the hearts and heads of free men in behalf of the cause of freedom than the poster would speak exposed in defiance of the constituted authorities of the state."

"Therefore in all earnestness and because I believe profoundly in the cause of reason against the cause of force, I ask you to use your efforts with fellow workers, here in Emporia and elsewhere in Kansas, to withdraw this poster. You can keep it up, of course. I could, too. But in keeping it up, my appeal and yours would be from reason to force, and in the end the result is in the relentless power of reason."

Governor Allen issued a statement which said in part:

"I am sorry that my friend Mr. White refuses to distinguish the difference between free speech and a direct violation of the law. I would be willing for William Allen White to hang in his office any expression he wished to hang there, touching any subject. But when he enters deliberately into a concert with the strike leaders in Emporia a form of picketing which they have tried to establish in all shop centers for the purpose of discouraging and menacing the men who are now trying to keep the transportation of this state moving is altogether different matter."

"Mr. White declares that he is not fighting the Industrial Court act. I believe this. Mr. White helped to frame this law and his attitude toward it in the past has been a slant in this particular situation without giving due consideration to the serious results of his example in the matter."

The arrest of William Allen White, which will be the only arrest made thus far for this offense, will provide a friendly test of this feature of the industrial act. After the courts have interpreted it in the light of this case we will know just what the phrase of the law prohibiting conspiracy against the public welfare embraces.

"In the mean while it is the duty of every law-abiding citizen to obey the interpretation which the law officer of the state has given to this provision of the industrial act. The strikers' cards will have to come down from every window in Kansas."

## 300 Criminals on Ship

The steamship Indochine anchored in quarantine yesterday night. Eighty French sailors of the French fleet were on board, and a military guard on the voyage from Saigon, Indochina, to Cayenne, French Guiana, with 500 criminals sentenced to life imprisonment.

The voyage from Saigon to the penal colony in French Guiana was through the Suez Canal and the Mediterranean.

## To Begin 2d Century By Trying Legal Case

LOS ANGELES, July 22.—Cornelius Cole, former United States Senator from California, who will be 100 years old next September 17, and who maintains a law office, will act as his own attorney in an action he has brought against the City of Los Angeles for damages to his property by storm waters.

He asked presiding Judge Frank R. Willis of the Superior Court to set the case for an early trial.

The judge inspected his calendar and replied: "Well, Senator, if you are going to try the case yourself, we'll set it in your second century, October 18. You will have the distinction of being the first attorney more than 100 years old to try a case in the California courts."

available boats was limited and the cost of business already has run through most of the supply. The charter made by the board have consisted largely of vessels now in European waters, waiting for return cargoes. Approximately forty boats are held in readiness in New York and will be called upon next. Charters by the board were first on Thursday, twenty on Friday and eighteen yesterday.

In ordinary trade the demand for cargo space is much greater than the United States to Europe than on the return voyage, with the result that rates from this country are higher than on the other trip. It was pointed out yesterday that this situation has been reversed.

## Garment Workers Go Ahead With Plan To Lay Off a Week

### Many Larger Concerns Agree To Give List of Jobs to Aid in Census to Standardize All Shops

The plans of the International Ladies' Garment Workers Union for a week's stoppage of business to take a census of the garment making shops in New York, have been proceeding without interruption, it was announced yesterday. It is the object of the union to standardize all establishments according to the union rules and thus stabilize the labor market in the garment industry.

It was said yesterday that some of the larger manufacturers would not oppose the union's plan, which includes the registering by these manufacturers of the names of all the smaller shops, or contractors, who make garments for them. About 50 of the largest factories, which sell their output direct to the garment trade, are members of the Cloak, Suit and Skirt Manufacturers' Association, and the American Association of shops, composed almost entirely of contractors had agreed to their part to certify to the names of the manufacturers and jobs they sell to. From among the latter, the Merchants' Ladies' Garment Association, came the information that the members also were preparing a list of the contractors working for them for filing with the union.

This would leave union officials explained, two more classes to be heard from—the jobbers, who sell about two-thirds of the entire New York output and most of whom are called "small factories," and the "social shops," who are said to be plain sweatshops.

These are the most difficult for the union to handle when attempting to standardize shop conditions, it was said. With enforced registration, the jobbers of the shops from which they obtain their garments, the union is certain that the "social" shops are brought up to the union standard or driven out of business.

There will be meetings of both the Cloak, Suit and Skirt Manufacturers' Protective Association and of the American Association on Monday afternoon.

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